

Harvard Train 1881

REMARKS OF
HOWARD ELLIOTT, C.E., L.L.D.
Chairman, Northern Pacific Railway Company
at the Dinner on the
FORTIETH ANNIVERSARY
OF THE
CLASS OF 1881 OF HARVARD



UNIVERSITY CLUB, BOSTON
WEDNESDAY EVENING, JUNE 22, 1921

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RR Gen Guseh

Classmates:

In the railroad world, trains having odd numbers have the right of way over all others, and they are generally west-bound.

Some 200 of us boarded train number 1881 forty years ago, and started on the great adventure of life; good fellows, full of hope and ambition to do their part of the work of the world.

As our train ran along some left and went "west" another way; but the vitality of the class was strong, and, after forty years, there are about one hundred and forty still on board the good train 1881, and traveling together toward the setting sun. This record compares favorably with classes immediately before and after ours.

Train 1881 is not a De Luxe train, because very few passengers have accumulated more than a modest sum for the closing days of life.

Our passengers have been workers—and to a marked degree have shown the true Harvard spirit of duty to country and society.

In their work it may be said truthfully that a fair degree of eminence has been attained by those on train 1881 in

ART AND ARCHITECTURE
BANKING AND FINANCE
BUSINESS
CHURCH
CITIZENSHIP
EDUCATIONAL WORK
INSURANCE
LAW
LITERATURE
MANUFACTURING
MEDICINE AND SURGERY
POLITICS
TRANSPORTATION

Our passengers have been successful in serving Harvard. Some have been part of the teaching staff and our classmate LANE is Librarian of the well-equipped Widener library.

The alumni have complimented

the Class by selecting five of the members to be Overseers:

GORDON

MARKHAM

MILLS

THAYER

ELLIOTT

The Class has the unique honor of having had four of its members on the Board of Overseers at the same time; something never before happening with any other Class.

A number of our members have received honorary degrees from Harvard and other colleges, and one has been President of the Alumni Association.

While the steady old train of 1881 has been running along on its westward trip, we have seen wonderful developments.

The population of our country in 1880 was 50,135,783, and in 1920 was 105,712,620.

The wealth of the country in 1880 was \$43,642,000,000, and in 1920 is estimated at \$500,000,000,000.

With this great increase in wealth has come extravagance—governmental and personal—which, with the war cost, increased the debts of our Nation, States and Cities from \$3,191,029,529.00 in 1880 to \$27,502,903,017.00 in 1920, to which must be added debts of counties, about \$4,000,000,000.

There were 93,262.0 miles of railroad in 1880, and 263,707.4 in 1920.

The number of hospitals and libraries for the use of the public in 1880 was relatively small, and now there are more than 6,000 hospitals and nearly 10,000 libraries.

The number in public schools below the grade of a college in 1880 was 9,867,505, and now more than 20,000,000.

The students in colleges in 1880 was 32,459, and in 1918 was 375,359.

The number in Harvard in all departments in 1881 was 1,356, and in 1920 7,342.

New England grew from 4,008,665 in 1880 to 7,400,856 in 1920.

Boston had 362,839 people, and now has more than 750,000; New York 1,911,698 and now 5,621,151.

The productive empire west of the Mississippi River was starting its wonderful development, with a population of 11,259,600, and now there are 31,677,071.

The growth of some of the cities has been phenomenal:

	1880	1920
Chicago	503,185	2,701,705
St. Louis	350,447	772,897
Twin Cities	88,360	615,177
Kansas City	55,785	324,410
Spokane ... (1890)	19,222	104,437
Portland, Ore.	17,577	258,288
San Francisco.....	233,959	508,410
Los Angeles	11,183	576,673

The railway mileage in this territory was 32,068, and has increased to 127,907.

The Chicago, Burlington & Quincy Railroad, pushed by New England energy and capital, was building into Denver, then a town of 35,629, and now a city of 256,369.

The Northern Pacific was not completed as a through line until

1883, when the Golden Spike was driven in western Montana connecting the eastern and western parts of the road. Duluth and Superior were hardly begun with a population of less than 2,000, and now have 140,000.

Seattle was a straggling hamlet with 3,533 people, and is now a remarkable city of 315,662.

In all material matters there have been marvelous developments while our train 1881 has been on its way.

With it have come increased comfort, convenience and luxury for the people; many inventions have produced improved health, and sanitary and living conditions as well. Great attention has been given to charitable and educational work.

The passengers on our train have seen all of this, and they have done their share of the work to bring about these really remarkable changes of the last forty years.

And here we are after our forty-

year trip, with ten, fifteen—perhaps twenty—years more of our journey to go:—living in the best country in the world; with the greatest natural resources, the greatest wealth, the greatest ability to help the world and those that come after us.

And yet some human relations are not right. We are in turmoil when we should be a happy nation working together for the good of all. Our train is on a rough piece of track with obstacles in its path.

Those who are younger must from now on do more of the heavy work of the world, but we surely, from our observations on our forty-year trip, should keep our train on the right track and help the world along.

There is a spirit of unrest, of discontent, of extravagance, of idleness, of expected perfection, and impatience when we should remember that perfection and success are not immediately within one's grasp.

There has developed out of this a noisy effort by a relatively small number of people to upset and dislocate the established order of things and to "Fly to evils that we know not of."

What are called Radicalism, Socialism, Sovietism and Bolshevism are advocated, and too many people who should know better lend a receptive ear to those foolish, yet dangerous, doctrines, and thus encourage the ignorant, the thoughtless and the wicked.

In schools, colleges and even in our beloved Harvard, there is some of this atmosphere, and it is disturbing many of the best friends of education and progress in the country.

In giving young people their physical nourishment, we do not spread before them every kind of food and say, "Eat what you like whether it agrees with you or not." We know that the physical machine can absorb only a certain amount and that all else is waste and trash, with the result that

bodies are poisoned and weakened.

In giving mental nourishment, why lay before young and impressionable men and women un-American doctrines and ideas that take mental time and energy from the study and consideration of the great fundamentals and eternal truths, fill the mind with unprofitable mental trash which, with some, result only in sewing the seeds of discontent and unrest? And which can result only in absolute life failure, spiritual and material.

Take the case of a young woman endowed with a marvelous voice and ambitious to be a Prima Donna in grand opera. If she attempts to train herself or receives her instruction and inspiration from those who have a half-knowledge of the great science of music, with little experience in the musical world, she will fail. The only way she can obtain the highest success within the time at her disposal is to place herself in the

hands of the best and most experienced musical masters.

Just so with young men and young women who, through false teachings, are carried away with the doctrines of Socialism and Bolshevism.

After they get into the real world it takes them considerable time to become convinced that certain laws controlling social and material affairs are as unchangeable as the law of gravitation, and some never learn it; that in many instances they have wasted their time on studies that are of no use and have been taken off their feet by altruistic theories based on false idealism and a bastard materialism.

Classmates: Can we not during the remainder of our trip on train 1881 do something continuously to show that the world, the United States, and Harvard, will advance better if we hold steadfastly to those good old common sense principles of hard work, patience,

courage, thrift, consideration for the other fellow, rather than to follow the Will-o'-the-Wisp of half-baked and fallacious theories?

I believe we can. I believe that the next forty years will show to our children and grand-children development in this country even greater than that of the last four decades.

Keeping our train 1881, and all Harvard trains, on the right track will help to solve, without a wreck, some of the perplexing social and economic problems that now disturb the world, such as—

The Relation of the Government to the Individual.

Waste and Extravagance in Government.

The Fair Distribution of the Annual Increase of Wealth.

Better rewards for the Farmer who provides the food for all.

The Relation of Capital and Labor.

Decentralization of Population.

*Better Use and Conservation of
Natural Forces and Resources*

Every patriotic person should do his part to counteract foolish talk and insidious influences and should stand up and be counted.

“Say not the days are evil—who’s to blame?

And fold the hands and acquiesce—
Shame!

Stand up; speak out; and bravely,
God’s name.”

We are forty years young to-day, we believe we have done good work so far, and before we leave train 1881, we should and must do more for our college and our country.



